

RATE INCREASE NECESSARY

FARMERS' UNION OFFICIALS
THINK RAILROADS ARE EN-
TITLED TO MORE REVENUE.

Products of Plow and Farmer Who
Lives at Home Should Be
Exempt From Increase.

By Peter Radford.

Lecturer National Farmers' Union.

The recent action of the Interstate Commerce Commission in granting an increase in freight rates in the eastern classification of territory; the application of the roads to state and interstate commissions for an increase in rates, and the utterances of President Wilson on the subject bring the farmers of this nation face to face with the problem of an increase in freight rates. It is the policy of the Farmers' Union to meet the issues affecting the welfare of the farmers squarely and we will do so in this instance.

The transportation facilities of the United States are inadequate to effectively meet the demands of commerce and particularly in the South and West additional railway mileage is needed to accommodate the movement of farm products. If in the wisdom of our Railroad Commissions an increase in freight rates is necessary to bring about an improvement in our transportation service, and an extension of our mileage, then an increase should be granted, and the farmer is willing to share such proportion of the increase as justly belongs to him but we have some suggestions to make as to the manner in which this increase shall be levied.

Rates Follow Lines of Least Resistance.

The freight rates of the nation have been built up along lines of least resistance. The merchant, the manufacturer, the miner, the miller, the lumberman and the cattleman have had their traffic bureaus thoroughly organized and in many instances they have pursued the railroad without mercy and with the power of organized tonnage they have hammered the life out of the rates and with unrestrained greed they have eaten the vitals out of our transportation system and since we have had railroad commissions, these interests, with skill and cunning, are represented at every hearing in which their business is involved.

The farmer is seldom represented at rate hearings, as his organizations have never had the finances to employ counsel to develop his side of the case and, as a result, the products of the plow bear an unequal burden of the freight expense. A glance at the freight tariffs abundantly proves this assertion. Cotton, the leading agricultural product of the South, already bears the highest freight rate of any necessary commodity in commerce, and the rate on agricultural products as a whole is out of proportion with that of the products of the factory and the mine.

We offer no schedule of rates, but hope the commission will be able to give the railroad such an increase in rates as is necessary without levying a further toll upon the products of the plow. The instance seems to present an opportunity to the Railroad Commissions to equalize the rates as between agricultural and other classes of freight without disturbing the rates on staple farm products.

What is a Fair Rate?

We do not know what constitutes a basis for rate making and have never heard of anyone who did claim to know much about it, but if the prosperity of the farm is a factor to be considered and the railroad commission concludes that an increase in rates is necessary, we would prefer that it come to us through articles of consumption on their journey from the factory to the farm. We would, for example, prefer that the rate on eggs remain as at present and the rate on meat bear the increase, for any farmer can then avoid the burden by raising his own meat, and a farmer who will not try to raise his own meat ought to be penalized. We think the rate on coal and brick can much better bear an increase than the rate on cotton and flour. We would prefer that the rate on plows remain the same, and machinery, plumes and such articles as the poorer farmer cannot hope to possess bear the burden of increase.

The increase in rates should be so arranged that the farmer who lives at home will bear no part of the burden, but let the farmer who boards in other states and countries and who feeds his stock in foreign lands, pay the price of his folly.

Classified ads in the Bonanza will reach the homes of all in Tonopah. Try an ad to rent your rooms and for table board.

ASSESSMENT NOTICE

Tonopah Gypsy Queen Mining Company

Location of principal place of business and location of works, Tonopah, Nye County, Nevada.

Notice is hereby given that at a meeting of the Board of Directors, held on the 24th day of June, 1915, an assessment (No. 57 of One-Half Cent) per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the Secretary, at the office of the Company, Room 245 Russ Building, San Francisco, California.

Any stock upon which this assessment shall remain unpaid on the 15th day of July, 1915, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on Thursday, the 17th day of August, 1915, to pay the delinquent assessment, together with the cost of advertising and expenses of sale.

By order of the Board of Directors,
CHARLES D. OLNEY,
Secretary.
Office, Room 245 Russ Building, San Francisco, California.

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Train No. a. m.

24 arrives from S. F. and Reno 7:50

24 leaves for Goldfield..... 8:10

25 arrives from Goldfield..... 9:42

23 leaves for Reno and S. F..... 9:52

TONOPAH & GOLDFIELD

RAILROAD COMPANY

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GOLDFIELD

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Heaven-Eula Mining Company

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Notice is hereby given that at a meeting of the Board of Directors, held on the 12th day of June, 1915, an assessment (No. 5) of One (1) Cent per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the Secretary, at the office of the Company, Room 245 Russ Building, San Francisco, California.

Any stock upon which this assessment shall remain unpaid on the 15th day of July, 1915, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on Thursday, the 17th day of August, 1915, to pay the delinquent assessment, together with the cost of advertising and expenses of sale.

By order of the Board of Directors,
CHARLES D. OLNEY, Secretary.

Office, Room 245 Russ Building, San Francisco, California.

212714

POLITICAL AGITATORS

POLITICIANS WHO CAPITALIZE
STRIKE A MENACE TO
GOVERNMENT.

Neglect of Agricultural and Industrial
Opportunities a National Crime.

By Peter Radford.

There never was a time in the history of this nation when we needed statesmen more or agitators less than at the present moment. The opportunities now afforded us on land and sea demand the best there is in statecraft and the possibilities that are confronting us call for national issues that unite the people, build industry and expand trade. The agricultural and industrial development of this nation has suffered severely at the hands of agitators who have sent torpedoes crashing into the port side of business and whose neglect of the interests of the farmer makes them little less than political criminals. We want no more of these evil spirits to predominate in government. Too long their hysterical cry has sent a shiver down the spinal column of industry. Too long have the political agitators capitalized strife, pillaged progress and murdered opportunity. An industrial corpse is not a desirable thing, a crippled business an achievement or neglect an accomplishment about which any representative of the government has a right to boast.

Issues that Breed Agitators Should be Eliminated.

The political agitator must be eliminated from public life before thoughtful consideration can be given to a constructive program in government. The liquor question is the most profitable breeding ground for agitators and whether pro or anti, the hatch is equally as undesirable. This article is in no sense a discussion of the liquor question but deals solely and by way of illustration with the political products of that issue. Other subjects will be dealt with in the order of their importance.

In the history of our government the liquor issue has never produced a constructive statesman worth mentioning and it never will. It has sent more freaks to Congress, Lilliputians

to the senate and incompetents to office than any other political issue under the sun.

The recent experience of the English Parliament which lashed itself into a fury over the liquor question has a lesson that it is well for the farmers of this nation to observe; for the subject in some form or other is constantly before the public for solution and oftentimes to the exclusion of more important problems to the American plowmen.

Too Many Political Drunkards.

Lloyd George, the Prohibition leader of Europe who led the prohibition fight in England, has declared that he will never again take a drink politically and there are many American politicians—pro and anti—who would render their country a service by climbing on the water wagon or signing a pledge of political temperance. Too often our legislative halls are turned into

political bar-rooms and many of the members become intoxicated on liquor discussions. We have too many political drunkards—pro and anti—in our public affairs. No one who is a slave to the political liquor habit is quite so capable of dealing with the business affairs of government as the sober and industrious. We have few public men in this day who are strong enough to resist the temptation of strong drink politically and when the demon Rum once becomes firmly entrenched in the mind of a politician, he is less capable of meeting the demands for constructive statesmanship.

FIREWORKS ARRIVE

The first consignment of fireworks for the Fourth has been received by Chairman Kelly of the pyrotechnics committee. The pyrotechnic display promises to be the best ever witnessed in southern Nevada.

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